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these pages, except indirectly. While one of the "parties" to the correspondence was the colonial governor (represented in this correspondence by eleven Rhode Island citizens, of distinctly forceful characteristics), the other party was usually though not invariably the "colonial agent" representing the colony at London. Only two persons filled this position for Rhode Island during this interesting but turbulent half-century, namely, Richard Partridge, till his death in 1759, and afterwards Joseph Sherwood.

Perhaps not the least significant fact in connection with this very creditable instance of critical historical work is that it is undertaken by a Society of the Colonial Dames. In view of its striking excellence, it is natural to wish that it may prove an inspiration to like undertakings by branches of that society in other states; and yet it is to be hoped that any such society will refrain from undertaking the enterprise unless it is able to place the work in the hands of a trained historical student, as in this case.

WILLIAM E. FOSTER.

Historic Highways of America. By ARCHER BUTLER HULBERT. Vol. V. The Old Glade Road; Vol. VI. Boone's Wilderness Road. (Cleveland: The Arthur H. Clark Co. 1903. Pp. 205; 207.)

FEW writers in summing up the decentralizing tendencies among the American colonists have omitted from the category the effects of commercial competition. Evidence may be collected here and there of the strife between various neighboring seaports to secure the inland trade. The long-continued rivalry between Baltimore and Philadelphia had a larger counterpart in the struggle between the two provinces of Virginia and Pennsylvania to secure the trade which naturally accumulated about the head waters of the Ohio. The advantage which would have accrued to Virginia from the cutting of Braddock's road as a complement to the Potomac was destroyed by the disastrous termination of that expedition. But she would undoubtedly bend every energy to have the same route followed when another attempt should be made to dislodge the French from the Ohio. How Pennsylvania stepped in at a late hour, and through pressure brought to bear upon the generals in command carried the day against Virginia influence and even against Colonel Washington constitutes the main impression left upon the reader by the fifth volume of Mr. Hulbert's series on historic highways.

The Old Glade road, commonly known as the Forbes or Bouquet route, has always had a place on the maps of the eastern states, but has been overshadowed by its southern parallel, the Cumberland or National Turnpike, which follows Braddock's road. From Lancaster, Pennsylvania, the Old Glade road passed through Carlisle, Bedford, and Ligonier to Pittsburg. In the latter city its memory is perpetuated by Forbes Avenue, one of the principal thoroughfares. It was supplemented at its eastern terminus by the Philadelphia and Lancaster highway. Its construction was due entirely to the determination of Forbes and Bouquet,

the successors of Braddock in attempting to penetrate the west, to cut a new way across the highlands of Pennsylvania rather than to make the detour to the southward necessary to follow the old way along the river-bottoms. The author shows how the province of Pennsylvania, unwilling to coöperate with Virginia in making the Braddock expedition, was suddenly aroused to great activity by the incursions of the Indians on her border after the defeat. She constructed a chain of forts along the eastern base of the mountains and hurried militia to them. These and other activities were largely responsible for the decision of Forbes and Bouquet to cut a new road through the state. Neither Forbes, who was a Scotchman, nor Bouquet, who was a Swiss, had any local interests to serve in choosing a route. Each was disgusted with the bickering between Pennsylvania and Virginia. "The majority of these gentlemen do not know the difference between a party and an army," wrote Forbes to Bouquet. So clearly has the author brought out this intercolonial dissension over such a simple matter as the construction of a highway that the case will merit a mention hereafter in any study of the subject.

The material for the volume is taken almost entirely from the official correspondence of Forbes and Bouquet, together with that of Sir John St. Clair, as preserved in the British Museum and in the British Public Record Office. Forbes was in command of the expedition, but was delayed by illness, throwing the burden upon Bouquet. St. Clair was the quartermaster-general, the duties of whose office brought him face to face with the problem of road-making. The author does not exaggerate in saying that a highway through the woods was with Forbes as with Braddock the final test of the enterprise. Fort Duquesne could be captured with half the force if troops and supplies could be transported across the mountains. The immense labor involved in constructing the road may be gathered incidentally by extracts from the correspondence. From one point, it would require five hundred men five days to cut to the top of the mountain. "Send as many men as you can with digging tools, this is a most diabolical work, and whiskey must be had." Six hundred men cut the way over Laurel Hill in three days. Forbes declared that the slow advance of the new road and the cause of it "touched him to the quick." The rains of autumn found the army too far from Duquesne to reach that point without wintering on the way. The expedition was saved, and the judgment of Forbes and Bouquet in choosing that way was upheld only by Bradstreet's destroying at Fort Frontenac the stores intended for Fort Duquesne. The evacuation of the latter saved the day. Pennsylvania now had the first continued highway to the Ohio, which she soon converted into the Pennsylvania Road, and later into the Chambersburg and Pittsburg Turnpike. The author demonstrates what few realize, that the Cumberland National Road owes its prestige to its national paternity, and that the Pennsylvania Road was patronized almost exclusively by the migrants who came from the New England states to people the region north of the Ohio.

Boone's Wilderness Road, which forms the subject of the sixth volume, was the result of the first trans-Alleghanian expansion, the migration of the country people of Virginia and North Carolina to the valleys of Kentucky and Tennessee. As in the preceding volumes, a map of the road is wanting. This would seem to be a prime requisite in planning the work. Strictly speaking, the road was formed on the head waters of the Tennessee River in what is now the extreme southwestern corner of the state of Virginia. It was fed by roads down the Shenandoah Valley, and up the James River in Virginia, and up the Yadkin and down the New River in North Carolina. It collected all these into one great highway by passing through the narrow Cumberland Gap where the boundary lines of Virginia, North Carolina, and Kentucky now meet. Thence the way was clear to the blue-grass region and on to the Falls of the Ohio, now Louisville. The route had been traversed by Boone as early as 1771 and was blazed and cleared by a party under his leadership in 1775. It was made into a wagon road at a later time by the state of Kentucky, but owing to the rivalry of the Ohio River as a route to the west travel over it never assumed any magnitude.

The difficult task of extending a single subject over such a long series, compelling the introduction of much extraneous matter to atone for the lack of pertinent material, is painfully manifest in this volume. The latter portion is taken up with a readable sketch of Western history during the Revolution, including the campaigns of Clark, Bird, and others but very slightly connected with the Wilderness Road. The first chapter of the book, entitled "The Pilgrims of the West," is admissible only as a description of the frontiersmen who demanded and constructed the road. A chronological perspective is not maintained at all times. Henderson's Transylvania Company is introduced on page 42 and again on page 88, many details being repeated. The marking of the road by Boone and the founding of Boonesborough are given in two distinct places in the book, with Walker's exploration, Gist's mission, and Dunmore's war between.

One takes up this volume with the feeling that the author has left the realm of fancy which characterized the first two numbers in the series, and the military details which occupied the two succeeding ones, and has now entered upon the real history of the movement of the people; for the Wilderness Road is essentially a popular highway. But the author confesses that he has little to give in the way of local information. "The writer has sought with some care to know more of these," he says, "of the modes of travel, the entertainment which was afforded along the road to men and beasts, and the several social relations of the greater settlements in Virginia and Kentucky to this thin line of human lives across the continent. Very little information has been secured." Is this disappointing conclusion due to the non-existence of such material? Would a systematic and prolonged search have produced more satisfactory results? Evidently only two sources were drawn upon — the Filson Club of Louisville, Kentucky, and the Wisconsin Historical Society. A few

manuscript letters from the latter storehouse appear, but the mass of material has been printed, and is available in any library even to the casual reader. The Wilderness Road coincided in its upper parts with the road leading to the settlements on the upper Tennessee. Might not a search of documents at Knoxville and Nashville supply such additional information as would make a real contribution to knowledge without detracting from the novelty and attractiveness which thus far characterize the series?

EDWIN ERLE SPARKS.

A History of the British Army. By THE HONORABLE J. W. FORTESCUE. Second Part—from the close of the Seven Years' War to the second Peace of Paris. Vol. III., 1763–1793. (London: Macmillan and Company, Limited; New York: The Macmillan Company. 1902. Pp. xxviii, 621.)

THIS volume, carrying the history of the British army through the period of the American Revolution, might be very useful to the student of that war, were it not for its spirit of unfairness toward the American cause, which is shown at every opportunity. That the story of the Revolution can be written from the point of view of an English Tory without outraging the sympathies of a fair-minded American has been signally demonstrated by Lecky, while Trevelyan satisfies the unreasoning patriotism of the veriest Jingo. In this book we have an English historian writing in the spirit of Lord George Germain or poor old pensioned Dr. Johnson.

In the period between the close of the French and Indian War and the opening of the Revolution, he is more aware of the agitation than of its causes. It "is always a dangerous period," he writes suggestively, "when politicians and agitators, who have been long thrust to the wall by generals and admirals, return again to their places with louder voices and enhanced importance." Again and again the author puts emphasis upon the agitation, while ignoring or belittling the causes of it. A few quotations will best give the flavor of the book. It is the malicious spirit of the narrator which offends, rather than the fact, as in the following sentence: "The mob of Boston had long ago learned to meet any unpopular measure with lawless violence, and their Congregational ministers to search the Scriptures for their encouragement." Of the "Boston Massacre" he says, "The blame for the bloodshed rests wholly with the magistrates of Boston . . ." Of the trial he writes with a sneer, "this . . . was always paraded as a specimen of the impartiality of American justice." On the influence of local government he comments, "The machinery of municipal administration permitted the assembling of mobs under the name of town-meetings, whenever the agitators might require them."

The intolerant tone often makes even truth offensive, as in the following passage: "A stream of trash about chains and slavery, hirelings of oppression, brutal instruments of tyranny . . . flowed inexhaustibly from the tongues of orators and the pens of pamphleteers." Again, an